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Space, Missile, Command and Control

***PREVENTION OF INADVERTENT
OVERFLIGHT OF NON-FRIENDLY BORDERS***

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction is implemented by AFD 13-2, Air Traffic Control, Air Space, Airfield, and Range Management. It implements USCINPACINST 3710.1C and sets forth coordinated control/clearance procedures and operational/equipment requirements for air operations in support of the instruction. It also provides the notification procedures to ensure USCINCPAC timely receipt of violations by USAF/PACAF aircraft. This instruction also applies to all Air National Guard, USAFR, AMC, ACC, and ACC gained flying units operating in the US Pacific Command theater of operations and US Air Force Reserves units and members.

1. Responsibilities. In their respective areas, Commanders Fifth, Seventh, Eleventh, and Thirteenth Air Forces will take actions to ensure that procedures and requirements set forth in USCINCPACINST 3710.1C are fulfilled.

2. Terms Explained:

2.1. Tactical Control Operations Teams (TCOTs). Teams of USAF personnel assigned to allied air defense/tactical air control units to assist in air defense/tactical air control, training, and other operations involving US aircraft. TCOTs may provide radar vectoring, monitoring, advisories, flight following, and other radar navigational assistance to US aircraft operating in or near buffer zones/non-free flying areas.

2.2. Korean Buffer Zone. The Korean Buffer Zone is a USCINCPAC established buffer zone five nautical miles south of the southern shore of the Han River Estuary and the Korean provisional military line of demarcation from 37° 40'N 126° 18'E to 38° 30'N 128° 26'E.

2.3. Non-Free Flying Areas. The USPACOM non-free flying areas includes the territorial airspace of Russia, Peoples Republic of China, Socialist Republic of Vietnam, Democratic Kampuchea (Cambodia), and Democratic Peoples Republic of Korea.

2.4. Recall Procedures. Actions taken by a military radar unit to contact and bring under control a potential border violator.

2.5. Tactical Mission Control. Tactical mission control consists of flight following radar monitoring, and radar advisories to insure safe passage of aircraft from their launch bases to the target area/landing/drop/extraction zone and return to recovery bases.

3. Briefing Requirements:

3.1. Aircrews who routinely operate near the Korean buffer zone will be briefed in accordance with Attachment 1 prior to initial flight in or near the buffer zone and at least semiannually, thereafter. NOTE: The initial briefing required by this paragraph will be recorded on individual's PACAF Form 209, Theater Indoctrination Checklist, or locally devised equivalent, which will be filed in the individual's training folder. Units will develop procedures for recording recurring training.

3.2. Transient aircrews planning operations in/near the Korean buffer zone will be briefed for the entire proposed route before departing home stations and reconfirm the procedures to be used for each portion of the flight prior to departing enroute stops. If deviation from the approved itinerary is required, aircrews will so advise base operations personnel and request a procedural briefing on the new route of flight.

4. Electronic Equipment Requirements for Flights within the Korean Buffer Zone. PACAF flights operating within this buffer zone will have the following minimum operational equipment:

4.1. Aircraft with two or more communication sets must have at least two sets operational.

4.2. Aircraft equipped with two or more navigation receivers, inertial, dopplers, and airborne navigational radars must have at least two sets operational.

4.3. Aircraft with less than two communications or navigation sets must have all equipment operational.

4.4. Aircraft with NDB and TACAN installed must have both operational.

4.5. ILS and marker beacon receivers are not navigation receivers for the requirements of paragraphs 4.2 to 4.4. above.

4.6. Aircraft equipped with IFF/SIF will complete an operational check before flight. The check will insure that modes 1, 2, 3, 3A, and 4 with codes appropriate to the type and area of flight and the ID features are operative. If any feature of either system does not check satisfactorily, the aircraft will not launch. In those cases where a preflight check of IFF/SIF equipment cannot be made due to a lack of IFF/SIF ground capability, an airborne check will be made with the nearest available facility as soon as possible after takeoff and in all cases before entry into the buffer zone. If the airborne check indicates IFF/SIF malfunction, the flight will be aborted. NOTE: Formation flights will be handled as single aircraft and all IFF/SIF equipment need not be transmitting during all phases of the flight. The air weapons controllers or any traffic controllers may direct part of the formation to place equipment in standby.

5. Flight Procedures:

5.1. General. PACAF pilots of aircraft flying in the buffer zone will comply with all established procedures unless an emergency situation makes deviation necessary. In such cases, pilots will notify the controlling agency at the earliest possible time of intended action.

5.2. Korean Buffer Zone Operations. PACAF flights may be conducted in buffer zones only when directed or approved by HQ PACAF/DO or higher headquarters, unless covered by separate directives. PACAF aircraft possessing the required communications and navigation equipment may operate subject to the following conditions:

5.2.1. Flight plans will be forwarded to all traffic control agencies and radar facilities concerned in sufficient time to permit adequate identification, control, and navigational assistance for the flights.

5.2.2. While in the buffer zone, radio contact will be established and maintained with the appropriate control facility at all times. If radio contact with the controlling agency is lost or radio difficulties are experienced, a heading away from the buffer zone/non-free flying areas will be assumed immediately. In addition to normal operational frequencies, the 121.5 or 243.0 emergency frequencies, depending on equipment availability, will be monitored at all times. Pilots authorized to penetrate the Korean Buffer Zone will confirm understanding of buffer zone radio failure procedures 10 miles prior to buffer zone entry.

5.2.3. Radar/IFF/SIF identification will be established before the aircraft is cleared into buffer zones. If IFF/SIF failure occurs while in a buffer zone, the aircraft commander will immediately depart the buffer zone unless the controlling agency can insure successful completion of the mission under radar control or formation flight integrity can be maintained.

5.2.4. Final responsibility for accurate navigation positioning rests with the aircraft commander. If at any time the aircraft commander is unsure of his/her position., he/she will immediately turn to a heading that will ensure departure from the buffer zone and notify the controlling agency of the action.

5.2.5. Control of flight in a buffer zone, operating in a specific objective area, may be released to a forward air controller (FAC) or designated ground control officer (GCO) under VMC when visual control of the flight can be maintained. FAC/GCO must have aircraft in sight prior to Command and Control agency (CCA)/GCI release. In this case, radar monitoring of the flight will be maintained where possible until departure from the objective area, at which time radar control will be resumed. Seventh Air Force will establish procedures to ensure that visual control is maintained until radar control is resumed. Such procedures will incorporate lost visual contact and lost communications procedures that will immediately divert aircraft away from the non-friendly border and clear of the buffer zone.

5.2.6. Buffer zone warning/recall procedures require immediate action by all aircrews receiving the warning. The recall word Hot Dog will be used to warn of any impending or actual buffer zone violation. Control agencies initiating recall procedures will attempt to contact the violating aircraft by all available means and will provide an advisory heading for egress. (For example: "Hot Dog, Hot Dog, Hot Dog, Eagle 04, Eagle 04, Hot Dog, Hot Dog, Hot Dog, Eagle 04, turn to heading __ degrees, acknowledge.") The PACAF aircraft identified by call sign, upon hearing the buffer zone warning, will immediately turn to the advisory heading and exit the buffer zone. Buffer zone warning to unidentified aircraft will be issued by broadcasting the aircraft's position in relation to a navigation aid or known geographical location. (For example: "Hot Dog, Hot

Dog, Hot Dog. Aircraft on the 340 degree radial 80 miles Brindly TACAN, turn to heading ____ degrees.") PACAF aircraft not identified by call sign upon hearing a buffer zone warning will immediately turn to the advisory heading if they are geographically located in the advisory area and it will take them away from the border.

6. Control Procedures. Seventh Air Force will ensure that adequate procedures are established to provide for control of PACAF flights in the Korean buffer zone by USAF military controllers, Tactical Control Operations Teams (TCOTs), FAC/GCO and other command and control operations personnel having access to US or allied radar control facilities. Control procedures will include, but not be limited to:

- 6.1. Continuous surveillance of all US aircraft operating in or near the buffer zone to the extent of radar/IFF/SIF coverage.
- 6.2. Radar control/monitoring of other special missions or aircraft on directed exercises IAW specific instructions contained in appropriate directives.
- 6.3. Rapid dissemination of flight plan and other information concerning the movement of PACAF aircraft cleared to operate in or near the buffer zone to ensure the prompt identification, surveillance, and control of these aircraft.
- 6.4. Interception of aircraft violating borders or aircraft that appear to be potential border violators where other means of control or navigational assistance is not effective.
- 6.5. Gathering and processing of all available information on inadvertent overflight for inclusion in investigation of the incident.

7. Violations. Timely report of penetration, near penetration, or alleged violation of Communist-Bloc or non-friendly controlled airspace must be appropriately classified and disseminated to only those who have an immediate need to know. COMPACAF has been tasked to notify USCINCPAC by expeditious means of non-authorized overflights into non-free flying areas or into the Korean Buffer Zone by PACAF aircraft. COMPACAF subordinate commanders will establish OPREP 3 reporting procedures to insure that HQ PACAF/DO is notified immediately of all alleged border violations and unauthorized buffer zone penetrations detected by US military or allied radars, air traffic control facilities, or other means by the most expeditious means available. During non-duty hours, report will be forwarded to PACAF Headquarters Command Center. Appropriate investigation into the alleged violation will be completed as rapidly as possible with the findings and corrective action provided to COMPACAF, NAF, and the commander of the aircraft involved. PACAF Units will follow the procedures outlined in attachment 2.

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Director of Operations

Attachment 1

AIRCREW BRIEFING GUIDE

A1.1. General Requirements:

A1.1.1. Description of buffer zone.

A1.1.2. Requirements and background for prevention of overflight program.

A1.1.3. Navigation aids:

A1.1.3.1. NAVAIDS available.

A1.1.3.2. Possibility and effect of false signals, and false control.

A1.1.4. Responsibilities:

A1.1.4.1. Aircrew member responsibility.

A1.1.4.2. Flight planning and navigational accuracy.

A1.1.4.3. Cross-check of the heading indicator system.

A1.1.5. Procedures:

A1.1.5.1. Buffer zone operations.

A1.1.5.2. Communications procedures to include use of authentication codes.

A1.1.5.3. IFF/SIF preflight and airborne procedures.

A1.1.5.4. Radar locations and control procedures.

A1.1.5.5. Lost procedures.

A1.1.5.6. Intercept procedures.

A1.1.5.7. Recall procedures.

A1.2. Preflight Briefings:

A1.2.1. Route of flight and alternate.

A1.2.2. Radar/ATC frequencies and call signs enroute. Also emphasize areas where radar navigational aid mission communications are unreliable or nonexistent.

A1.2.3. Reporting procedures. In-flight loss of:

A1.2.3.1. Communications.

A1.2.3.2. IFF/SIF.

A1.2.3.3. NAVAID equipment.

A1.2.4. Recovery bases enroute.

A1.2.5. Measures to counter jamming, false signals, and false control.

A1.2.6. Abort procedures.

Attachment 2

PACAF UNITS/PERSONNEL PROCEDURES FOR REPORTING AND INVESTIGATING ALLEGED VIOLATIONS OF THE KOREAN BUFFER ZONES OR NON-FREE FLYING AREAS BY USAF AIRCRAFT

A2.1. PACAF units/personnel will process alleged violations as follows:

A2.1.1. Initial Report.

A2.1.1.1. All alleged border violations, unauthorized buffer zone, or non-free flying area penetrations detected by PACAF military radars, allied radars, air traffic control facilities or other means by PACAF units/personnel will be immediately reported in accordance with OPREP-3 reporting procedures to:

A2.1.1.1.1. HQ PACAF Command Center.

A2.1.1.1.2. The appropriate PACAF numbered air force command center.

A2.1.1.1.3. Command post at the destination of recovery base of aircraft involved.

A2.1.2. Immediate actions (after landing).

A2.1.2.1. The PACAF wing commander of the recovery base will:

A2.1.2.1.1. Inform the aircraft commander of the alleged violation.

A2.1.2.1.2. Appoint O-6 as the investigating officer.

A2.1.2.1.3. Determine, in conjunction with the aircraft commander, all conditions surrounding the overflight or alleged overflight.

A2.1.2.1.4. Notify HQ PACAF Command Center and the appropriate PACAF numbered air force and the command post of the organization to which the aircraft is assigned of all data as it becomes available. Initial telephonic notification, and follow-up messages will be provided in accordance with OPREP-3 Reporting procedures.

A2.1.2.2. In the event the aircraft involved in an alleged border violation recovers at a non-military base or military base where PACAF personnel are not assigned, the appropriate numbered air force commander will immediately ensure compliance with all provisions of this regulation.

A2.1.2.3. If the aircraft is assigned to PACAF and:

A2.1.2.3.1. Lands at an airfield where PACAF personnel are assigned, the wing commander will:

A2.1.2.3.1.1. Immediately ground the aircraft and aircrew.

A2.1.2.3.1.2. Impound the aircraft until a complete inspection is made of the operational condition of all aircraft navigation, communications, and electronic equipment by qualified personnel. The grounded aircrew will not be permitted to perform the inspection. If qualified personnel to conduct the inspection are not available at the recovery base, they may be requested from the most readily available PACAF source.

A2.1.2.3.2. Lands at an airfield where no PACAF personnel are assigned, the appropriate NAF will insure compliance with paragraph 1b(3)(a), above.

A2.1.2.4. If the aircraft is assigned to another command, HQ PACAF/DO will:

A2.1.2.4.1. Advise the command owning the aircraft of the alleged violation and provide all details available.

A2.1.2.4.2. Offer assistance with the investigation.

A2.1.2.4.3. Request all proposed actions involving the allegation be coordinated with HQ PACAF/DO.

A2.1.2.4.4. Request parent command keep HQ PACAF/DO advised of actions underway and daily results of the investigation in sufficient details to permit response to questions from higher headquarters.

A2.1.2.4.5. Recommend information involving incident be restricted to those with a need to know.

A2.1.3. Investigation:

A2.1.3.1. The parent organization will:

A2.1.3.1.1. Initiate a thorough investigation of the alleged violation.

A2.1.3.1.2. Immediately inform HQ PACAF/DO of facts resulting from the investigation as they become known by immediate precedence message. Summary messages on progress of the investigation should be submitted at least on a daily basis.

A2.1.3.1.3. After assembling all evidence and possible cause factors concerning the alleged violation, release the aircraft for flight and retain or remove the aircrew from grounded status, as appropriate.

A2.1.3.1.4. Forward results of the complete investigation through channels to HQ PACAF/DO.

A2.1.3.2. If the investigating authority determines that the violation was the result of aircrew error or omission, they will make appropriate recommendation to HQ PACAF/DO. For non-PACAF aircrews, the parent command will advise HQ PACAF/DO of actions taken to prevent recurrence.